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ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news column should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.

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MARRIAGES.

OWEN—SETH At St. John's Cathedral, Hongkong, on Tuesday 9th March, 1909, FRANK OWEN, younger son of the late Mr. Owen, Esquire, I.S.O., Registrar &c. of the Supreme Court of Hongkong, to MARGARET CRIST, youngest daughter of the late Rev. Cyril Owen, Clergyman of the Armenian Church at Rangoon. (English and Indian papers please copy.)
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DA COSTA—WALKER On the 9th January, at St. Mary's Church, Lisard, by Rev. E. Ellwood, B.A., A. P. da Costa, Secretary of Miss de S. Domingos, late of Hongkong Post Office, eldest son of A. P. Costa, Senior, of Monte, Macao, to INEZ WALKER, sister of late Colonel Walker of Liverpool Regiment, third daughter of late John Walker, of Rumsse Bank, Bootle.
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HONGKONG OFFICE: 10A, DES VEAUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 12TH 1909.

We notice that Mr. ASQUITH, at a recent assembly at the National Club in London, took occasion, in reviewing the work which the Liberal Government has accomplished, to refer to the question of the Chinese immigration to the Transvaal. He claimed it as a great credit to the Government of which he was the head, that they had put an end to the system—and this statement appears to have been accepted without any reservation, by his audience and by the public generally. There is, of course, no reason why the Prime Minister should not have put a crown upon all that the Liberal Government have accomplished, especially when speaking in so congenial an atmosphere as that of the National Liberal Club. But it might have been wise to have left the Chinese Immigration question alone as, however much the Liberals may pride themselves on having put a stop to the immigration, the facts with regard to that matter are only too well known. The first place it was conclusively shown as time went on that the cries which had been made

to serve their purpose at the last general election were simple fabrications; and that there was not anything of the nature of slavery, or even of unduly severe conditions in the contracts for labour which were concluded with the Chinese. The interference which was attempted was therefore uncalculated for; and when this was pressed upon the Liberal Government, they fortunately found a means of getting out of the difficulty by declaring that it was a matter which they must leave to be dealt with by the recently established responsible Government of the Transvaal—claiming, however, that, through their intervention, a great many prominent abuses in connection with it had been done away with. This claim was disingenuous—the modifications which were made being only in minor details, and it having been conclusively shown that there was no element of slavery whatever in the matter, but that this accusation had been got up merely as an election cry. One would have thought that this matter might well have been left as it was and not referred to after a long lapse of time as something which eminently redounded to the credit of the Liberal Government. The claim, however, that they had put an end to the system—even if they were called upon to do so in any way—is completely unfounded, as those acquainted with what has gone on in the Transvaal, since the establishment of representative institutions, perfectly well know. Had the Transvaal, as a whole, or had even the governing section in the Transvaal (now the Dutch party) been desirous that Chinese emigration should continue, the Home Government would have had to face a very difficult question in opposing the adoption of that course. But fortunately circumstances arose which put an end to the difficulty and saved both the Transvaal and the Home Government a vast amount of trouble. The reason for importing Chinese labour itself came to an end. After the Transvaal war, the natives in South Africa were so well off, with the high pay that they had received while hostilities lasted, as drivers, carriers and the like, that there was great difficulty in inducing any of them to go to the mines. As time went on this happy state of affairs gradually came to an end; and it was possible again to obtain native African labour for the mines. This change fortunately showed a way out of a very unpleasant difficulty—and the Chinese were allowed to return as their contracts expired and native labour engaged to supply their places. For many reasons objection is felt in the Transvaal against the Chinese; as being an element possibly not easy to manage and also as opening the door possibly to Asiatic competition in other directions. It is not likely that any idea of reviving Chinese immigration will arise again; but the system has really come to an end simply from economic causes, and not from any heroic opposition on the part of the Home Government to what they chose—with gross injustice to all concerned—to call a system of slavery.

The German Mail of the 10th February was delivered in London on 11th inst.

Sir Henry Berkeley, K.C., is acting as Attorney General in the absence of the Hon. Mr. Rees Davies, who has gone home on urgent private business.

The Parsee named Marchant whose extradition was asked by the American Government for the embezzlement of 650 pesos has expressed his willingness to return to Manila to take his trial there.

At the Magistracy yesterday a storekeeper in the employ of the Wharf and Godown Company was sentenced to one month's imprisonment for stealing a padlock.

The stocks were brought into requisition again yesterday, a coolie who returned from banishment a second time being sentenced to one year's imprisonment and four hours' exposure in the stocks.

The Directors of the Shanghai Gas Company Ltd., have decided to recommend the payment of a final dividend for 1908 of Tls. 3.00 per share, being at the rate of six per cent on the paid up capital, making thirteen per cent for the year.

Exemplary punishment was yesterday meted out to Private Hanson of the Buffs who was convicted of an unwarranted assault upon a rich coolie. The soldier offered the coolie one cent in payment of his fare and when the latter protested he struck him on the cheek, knocking out two of his teeth. Mr. Kemp ordered the defendant to go to prison for one month and to pay \$15 compensation or in the alternative another month's imprisonment.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

A. F. Arouli	...	\$25
Otto Kong Sing	...	25
Ganip & Co.	...	15
Hon. H. H. J. Gompertz	...	10
A. B. Hassan	...	10
A. C. Rose	...	5
E. S. Joseph	...	5
Ullmann & Co.	...	5

The Oriental Brewery Limited is now selling ice for half a cent per pound.

His Excellency the Governor laid before the Legislative Council yesterday an important communication from the Secretary of State for the Colonies in which a complete abolition of opium divans in the Colony is insisted upon after the present contract with the Opium Farmer expires; and stating that the Home Government were prepared to ask Parliament for a substantial contribution towards making good the loss to the Colonial revenue which the carrying out of these instructions involves.

A correspondent writes to us complaining of the state of things which is generally known to exist in the neighbourhood of the Central Police Station, and asks why the Government does not take steps to close up these haunts of vice as they formerly did when public decency was similarly outraged in Cochrane Street and other central thoroughfares. Another matter which bears a close relationship to this is also mentioned in the letter. We are glad to know that this phase of the question is already receiving the attention of the police.

Messrs Jardine, Matheson & Co. Ltd. are reported in a Japan contemporary to be the owners of the richest mining concession now being worked in Korea. It is situated at Gwondolin, about 500 miles inland from Chemulpo, a journey that has to be undertaken, firstly by boat to Ying Pang, and then by mule to destination. The concession covers some 30 square miles, and belonged formerly to a London Syndicate, from whom it was bought sometime ago by Messrs. Jardine, Matheson & Co., who are still working it. This valuable deposit of fine bull quality is being operated on by a modern up-to-date plant, consisting of five stamp mills, Bryan and Huntington ore crushers, all the latest amalgamating and gold saving machines and devices that are essential to profitable working.

THE YOKOHAMA SPECIE BANK, LTD.

We are officially informed that at the half yearly meeting of shareholders of this Bank held at the Head Office, Yokohama, on the 10th inst., it was resolved to pay a dividend of 12 per cent p.a. for the half year ending the 31st December 1908; to add to the Reserve Fund Yen 400,000, and to carry forward the sum of Yen 1,140,000 to the next account.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Telegraphic information was received from the Head Office of the Chartered Bank yesterday that at the approaching meeting of shareholders, the Directors will recommend a dividend for the past half year at 15 per cent per annum, free of Income Tax, that \$25,000 be written off Bank premises account, that \$50,000 be placed to reserve, (which will then stand at \$1,375,000) that \$134,000 be carried forward as undivided profit and that a bonus of 10 per cent be paid to the staff of the Bank.

BURGLARY.

In the early hours of yesterday morning a burglary was committed at the residence of Mr. A. Ramsay, at 20 Kennedy Road. The thieves cut the woodwork and removed a pane of glass in a side window, which they opened and entered the house. Apparently they had been attracted by the large massive marble clock in the dining room as they took none of the other valuables in the room, but carried the timepiece out of the house by the front verandah, taking two overcoats from the hall stand and two umbrellas. The fact that only the clock was taken from the dining room suggests that there were only two thieves who would find that the timepiece was as much as they could conveniently carry. A significant fact is that Mr. Ramsay's dog died only a few days before from poisoning.

THE VISIT OF THE PHILIPPINE SQUADRON.

The Officers of the Squadron will be entertained by His Excellency the Governor at Government House on Tuesday next, and invitations have been issued for an "at home" with dancing, from 10 to 12 p.m.

The following details of the visiting American Squadron which is expected to-night may be of interest:—

Charleston, Armoured cruiser of the St. Louis class. Length, 424 feet; tonnage, 9700; horsepower, 21,000; speed, 22 knots; armament,—6in, fourteen; 14pr., eighteen; smaller thirty six, torpedo tubes. She was built at San Francisco and launched in 1906.

Denver, Armoured cruiser of the Cleveland class, built at Philadelphia and launched in 1904; Length, 292ft; tonnage, 5200; horsepower, 4500; speed, 16 knots. Armament, 5in., ten; twelve smaller guns.

Cleveland, Armoured cruiser built at Port Elizabeth and completed in 1903. Details as already given.

Gettysburg, Built at Richmond in 1904. Same details.

Chattanooga, Armoured cruiser of the Cleveland class, built at Bath, and launched in 1904. Details same as that already given.

THE "KUTSANG."

The China Merchants steamer Feichong on arrival at Shanghai on the 6th inst. reported that the Kutsang was lying in a secure and sheltered position with her propeller showing, but as there is a rise and fall of the tide of over twenty feet this is not to be wondered at.

TELEGRAMS.

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ARMSTRONGS IN JAPAN.

Tokyo, March 11th.

Reuter's message stating that Messrs. Armstrong and Whitworth have received an order to erect large gunworks in Japan, is not connected with the Government.

Probably it refers to the erection of steelworks at Muroan, (Hokkaido) by a new Anglo-Japanese Company in which Messrs. Armstrong and Whitworth are interested.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS"]

JAPANESE PRINCE VISITS BULGARIA AND RUSSIA.

London, March 10th.

Prince Kuni of Japan has arrived at Constantinople after visiting the military establishments of Bulgaria.

PRESIDENT TAFT AND JAPAN.

London, March 10th.

Replying to the congratulations sent by the Emperor of Japan on the occasion of President Taft's inauguration, the President says he will endeavour to maintain in every way the satisfactory bond of friendship between Japan and America.

BRITISH ARMY AEROPLANES.

London, March 10th.

The "Daily Mail" states that the War Office has already decided to offer to purchase one of Mr. Wilbur Wright's Aeroplanes.

His Majesty the King is expected to visit Pau on Friday to see Mr. Wright fly.

THE REDISTRIBUTION OF THE BRITISH NAVY.

London, March 11th.

It is understood that the naval redistribution which begins on the 24th inst. will include the "modernising" of the Mediterranean Fleet.

The Second Cruiser Squadron will be constituted on a permanent basis.

THE "SHORT TIME" QUESTION AT MANCHESTER.

London, March 11th.

A Committee of the Cotton Employers' Federation at Manchester, has decided to take a vote before the 25th inst. on the question of working short time in the American Section till Whitsuntide.

[FROM THE MANILA "CABLENEWS"]

PRESIDENT TAFT'S CABINET

San Francisco, March 5.

President Taft's cabinet is composed as follows:—

Philander Knox, Secretary of State.
Franklin McVagh, Secretary of the Treasury.
Jacob Dickinson, Secretary of War.
George von L. Meyer, Secretary of the Navy.
Richard Ballinger, Secretary of the Interior.
James Wilson, Secretary of Agriculture.
Charles Nagel, Secretary of Commerce and Labour.
George Wickersham, Attorney General.
Frank Hitchcock, Postmaster General.

THE HERBERT WITHERS CONCERT COMPANY.

This talented Company gave their final performance in Hongkong last evening, when, notwithstanding the very inclement weather they were favoured with a good house. The concert given by this exceptionally strong combination were indeed treats that music-lovers would not willingly miss. Last night's programme opened with the Andante and Praeludium from Grieg's Sonata capably played by Mme. Elzy and Mr. Herbert Withers. Mr. Charles Bennett sang Mendelssohn's "I am a Refugee" in the first part, and in the second part "Night" by G. W. Cox and "The Dog Star" by Purcell. Madame Sobrin was down in the first part for an air of Rossini's, but by special request sang "The Jewel Song" from Faust, in which she is ample scope for the display of the range of her magnificent voice and purity of tone. Madame Elzy played two studies by Chopin while Mr. Withers' selections included "Memories" and "Elfenland" (Poeper), "Serenade" (Frank Bridge), and "Berceuse from Jocelyn" (Godard). Every item in the programme was rapturously applauded, and the ladies obligingly responded to double encores. The Concerts given by the Company during their stay in the Colony have been most enjoyable, and the combination is one which should draw crowded houses anywhere.

SUPREME COURT.

Thursday, February 11th.

IN BANKRUPTCY

BEFORE HIS HONOUR SIR FRANCIS PIGOTT (CHIEF JUSTICE).

A COMPOSITION APPROVED.

Re Ho Shu Chan.

Mr. Kong Sing, who appeared for the debtor, said this matter came before his Lordship some time ago, when all but four of the creditors had approved of the scheme. Mr. Jackson, then appeared for the European creditors. He had now filed four declarations, but he understood there was another Chinese creditor who was not at the meeting. Debtor informed him, however, that that declaration could be obtained.

His Lordship—There was some other reason why the application was not granted, I think.

Mr. Kong Sing—Because the European creditors were getting 60 per cent and the Chinese 25 per cent.

Mr. Jackson stated that the reason why the Europeans were getting the preference was because, when the debtor filed his petition, they agreed to continue to supply him with goods and allow him to carry on his business.

His Lordship—What is his business?

Mr. Jackson—A jeweller and clock maker. The Chinese creditors saw it was to their interest as well as to the interest of the others to allow the business to proceed.

His Lordship—In the circumstances I shall allow the approval.

APPLICATION FOR ADJUDICATION.

Re D. R. Captain, trading as D. R. Captain and Co.

In this case Mr. C. F. Dixon (of Messrs. Hastings) appeared in support of the application, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) appeared to oppose it.

Mr. Dixon informed the Court that at the first meeting of creditors held on the 6th instant it was unanimously resolved that the debtor should be adjudicated bankrupt, and Mr. Wakeman appointed trustee.

Mr. Grist said he appeared for several creditors in the case. No public examination had been held, and therefore this application was rather premature. He should certainly like to have the debtor publicly examined before any order was made for adjudication. The practice in this Court had always been to hold the public examination first.

His Lordship—But your creditors were at the meeting, and they agreed.

Mr. Grist—But no resolution was passed.

Mr. Dixon—There was a unanimous resolution. Mr. Grist was there, but he had not proved, and could not take any part in the meeting.

Mr. Grist—I am a creditor, and also represent one of the second largest, W. G. Humphreys.

Mr. Dixon—Mr. Grist has not proved, and has no locus standi.

Mr. Grist—that may be, but I am bringing to the notice of the Court that the granting of this application would be contrary to the provisions of the Ordinance. When a man is once adjudicated it may put things in a different position.

His Lordship—You rely on the practice of the Court; I don't know anything about it. The point has never been raised before.

Mr. Grist—I don't know one single instance where a man has been adjudicated without first being publicly examined.

His Lordship (to Mr. Wakeman)—What is your knowledge of the practice?

The Official Receiver—Sir William Goodman laid it down that there is to be no adjudication until after the public examination, but there is no provision in the ordinance.

His Lordship—I think the practice must be followed.

Mr. Grist—At the present time the creditors have not had a chance of examining this man.

His Lordship—Then why did they pass the resolution?

Mr. Grist—I cannot say; but there would be a great number of creditors who certainly did not vote for the resolution.

Mr. Dixon—That is not so, my Lord.

Mr. Grist—Creditors take no notice of meetings, but rely on the matter coming before the Court. The statement of affairs might be thoroughly upset when the debtor came up for examination.

His Lordship—I don't see any inherent reason why the creditors should say they want this man publicly examined. Is there any question of a statutory majority at these creditors meetings?

The Official Receiver—In a case of composition.

His Lordship—I think, on the whole, a public examination is necessary.

The Official Receiver—I submit it is very convenient to get adjudication in these cases, because here is the business being carried on by the man and it may be a month or two before the examination is closed.

Mr. Dixon—The reason for making the application is that offers may be made for the business as a going concern. Probably there would be more assets for the creditors if the business were sold as a going concern.

Mr. Grist—If the whole of the property were transferred into the hands of the Receiver he would then be able to sell it for whatever he thought proper, without any reference to the creditors. I see no particular reason for rushing things through.

His Lordship—Mr. Dixon says there is.

Mr. Grist—His object is to sell the business.

Mr. Dixon—As a going concern. The resolution was passed at a very representative meeting on the proposition of the largest creditor, who would take about 30 per cent of the assets.

His Lordship thought on the whole that Mr. Grist was right. The scheme of the Act was that soon after making a receiving order the first general meeting was to be held, and another

meeting 28 days after the making of the order. But in between that the public examination should come. It was clear that the voting of creditors on a resolution should be held after the public examination.

Mr. Dixon—In the meantime I would ask your Lordship to allow the debtor to be paid a salary for carrying on the business?

His Lordship—That matter can be referred to in Chambers.

THE A CHEE CO. BANKRUPTCY.

Re Chan Ah Kam ex parte Chan Ling Fuk. His public examination was conducted by Mr. G. H. Wakeman, Official Receiver.

Chan Ah Kam said she first became aware of the fact that the firm of A Chee was insolvent at the beginning of February, 1907. They then had no money to pay for the goods supplied. The liabilities amounted to about \$40,000, while the assets, including stock-in-trade and book debts, amounted to \$2,000.

His Lordship—Is the \$40,000 only incurred in debts connected with the business?—Yes.

Does it mean that your folks did not understand the business?—Formerly the business was managed by a man named Chan Long Kim.

His Lordship (to Mr. Wakeman)—What are the bad debts?

Mr. Wakeman—Between \$3,000 and \$4,000.

His Lordship—I don't understand how a business like this could get into such difficulties.

The Official Receiver—By selling things on credit to people who do not pay.

His Lordship—The bad debts are only \$4,000.

The Official Receiver—Bad and doubtful.

His Lordship—It seems to me a bad way of carrying on business.

The Official Receiver—They must have been running at a loss for years.

His Lordship—It seems to me they did not know how to manage the business.

Mr. Grist (who represented the execution creditor)—Salaries and rent were a big item.

His Lordship—The profits should be made to cover that.

The Official Receiver—I think it is chiefly the bankrupt's friends who have suffered in this case. They ran the business at a loss until they could get no more credit, I think.

Mr. Leo d'Almeida Castro (who represented the debtor) said there had been very keen competition in this class of business of late. The debtor only came into the business in 1905.

His Lordship—I am sympathising with her.

The Official Receiver, continuing the examination—Haven't you borrowed very large sums from your relations?—Yes.

What was that money for?—Some for family use, some for the business.

Who was in charge of the business?—My son.

Are you satisfied with the way it was carried on?—Yes.

His Lordship—I suppose she knew nothing about it.

The examination then closed.

THE PROPOSED NEW TRAMWAY TO THE PEAK.

The report of proceedings of the Public Works Committee at a meeting held on the 30th December, 1908, was laid before the Legislative Council yesterday afternoon. There were present at the meeting the Hon. the Director of Public Works (Mr. W. Chatham, C.M.G.), Chairman, the Hon. Colonial Treasurer, (Mr. A. M. Thomson), Hon. Mr. E. A. Hume, and Hon. Mr. H. A. W. Slade.

The CHAIRMAN stated that the proposals plan and sections of which were laid before the Committee, had been submitted to Government for the construction of that portion of the tramway extending from Upper Albert Road to Robinson Road, namely:—

(i) By an open cutting running through the western section of the Public Gardens and intersecting the areas occupied by palm trees.

(ii) By a tunnel about 300 yards long, underneath the Public Gardens, commencing below Upper Albert Road and emerging near the entrance to Glenalee cemetery, whence the line would be in the open and would approximately follow the course of the existing nullah.

(iii) Partly by cutting in an unimportant portion of the Public Gardens and partly by bridging in Glenalee supported on lofty trestles.

He further stated that (i) was the original proposal prepared by Messrs. Denison, Ram & Gibb when the Government was first approached on the subject, and that His Excellency Sir M. Nathan had refused to consent to it on the ground that it would cause serious damage to the Public Gardens. Scheme (ii) was then submitted but, before any definite conclusion was arrived at, the matter passed into the hands of Messrs. Leigh & Orange, who, after a survey of the ground, prepared scheme (iii).

After full discussion, during which the opinion was freely expressed that there was great need of additional facilities for reaching the High Levels and Hill District, the following recommendations were unanimously agreed to:—

(a) That proposal (iii) (bridging and trestles in Glenalee) be not approved.

(b) That proposal (i) (open cutting through the Public Gardens) is the best and should be adopted, the damage done to the Gardens not being, in the opinion of the committee, so serious as to justify its rejection. The width of the cutting to be reduced as far as possible by the construction of retaining walls, if necessary.

(c) That, failing the approval of proposal (i) by the Government, proposal (ii) should be adopted.

The Committee were of opinion that the zig-zag pathway between Government House and St. Paul's College should not be closed and that the Tramway Co. should be required to carry out whatever alterations were necessary to preserve this path for the use of the public.

With regard to the limits of deviation shown on Messrs. Leigh and Orange's plan, the Committee were of opinion that those could be much curtailed and should be restricted to the narrowest possible limits.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday—in the Council Chamber.

The following were present:—
HIS EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

H. E. MAJOR-GENERAL R. G. BROADWOOD, C.B., A.D.C., (General Officer Commanding).
Hon. Mr. F. H. MAY, C.M.G., (Colonial Secretary).

Sir HENRY BERKELEY, K.C., (Acting Attorney-General).
Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G., (Director of Public Works).
Hon. Mr. E. A. IRVING (Registrar-General).

Hon. Mr. F. J. BAILEY, (Capt. Superintendent of Police).
Hon. Dr. HO KAI, M.B., C.M.G.

Hon. Mr. WEI YUK, C.M.G.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. E. A. HEWITT.
Hon. Mr. H. A. W. SLADE.
Hon. Mr. W. J. GRESSON.
Mr. A. G. M. FLETCHER (Clerk of Councils).

MINUTES.
The minutes of the last meeting were read and confirmed.

PAPERS.
The Colonial Secretary, by command of H.E. the Governor, laid on the table the following papers:—Jury List for 1909; Memorandum regarding the restriction of Opium in Hongkong and in China.

FINANCIAL.
The Colonial Secretary.—I have the honour to bring up the report of the Finance Committee, No. 1, and to move its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

PUBLIC WORKS COMMITTEE REPORT.

The Colonial Secretary.—I have the honour to lay on the table the report of the Public Works Committee, No. 2 of 1908, on the proposed new Peak tramway, (printed elsewhere) and to move its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

QUESTIONS.

The Hon. Mr. POLLOCK asked the following questions standing in his name:

In view of the comparatively small cost of putting up a flood light, similar to that on Mahwan Island, to indicate the South-eastern entrance to the Capsicum Pass, will the Government have such a light put up?

Will the Government consider the advisability of making arrangements for the signalling of typhoons, by wireless telegraphy, from one of Pratas groups of islands? Has the Government any information to communicate to the Council upon this subject?

The Colonial Secretary replied. He said in answer to the first question:—

The Harbour Master advises that a light such as the Honourable Member suggests would be of no practical utility for the following reason:—

(a) If the weather is thick the light would be of no use, being invisible; and if it is clear there is a perfect leading light in Green Island light, which leads straight through the channel between Mahwan and Kanton.

(b) There are no cross currents in the vicinity, so that all the Master of a vessel has to do is to steer his well known course from the anchorage, until Green Island Light goes upon its proper bearing, when he can turn up through the channel, on a well known course, with Green Island light dead astern of him as a check: the tidal stream will be either directly with him or directly against him. The finances of the Colony, as the Honourable Member is aware, are not in a condition to admit of expenditure even on minor works unless urgent necessity is shown.

and as at present advised the Government considers that the most urgently required light (when funds admit) is that on the Channel rocks advocated by the Committee appointed in 1907.

I may inform the Honourable Member that the Harbour Master has received a very widely signed petition from Masters of River Steamers advocating the light which forms the subject of the Honourable Member's question and another on Tong Koo Island, but advancing no reasons whatever, and enquiry is being made on the subject from the signatories.

In answer to the second question the Colonial Secretary said:

The Government cannot hold out any hope of being able to make arrangements for the signalling referred to. If the Honourable Member will repeat his question in three or four weeks' time the Governor hopes to be able to make a statement, but, at the present moment, he is unable to do so.

THE OPIUM QUESTION.

HIS EXCELLENCY.—Gentlemen, I rise to make a statement on the subject of the opium question, concerning which a paper has been laid on the table to-day, and which I promised the Council to make on as early a date as possible. It was on May 14th last that the hon. member who at that time represented the Chamber of Commerce on this Council, asked me several questions with regard to telegrams which had appeared in the local Press announcing that His Majesty's Government had stated in Parliament that all opium divans were to be closed forthwith. I read the telegram which I had received from the Secretary of State and I informed the hon. member that I had sent a long confidential telegram in reply explaining very fully the difficulties which such a course would involve, and asking the Secretary of State to defer any final decision until he had received a despatch from me on the subject. On May 28th the same hon. member brought forward a resolution in this Council, and he supported it in a long and able speech in which he criticised the action of His Majesty's Government. The

resolution was supported by all the unofficial members of the Council. I informed them that I would forward a copy of the debate to the Secretary of State, and I said that I had myself confidence that when the Secretary of State received my despatch he would not act in any precipitate manner, but would take into consideration the difficulties which I pointed out. As soon as I received the telegram on the 7th May, we took steps to ascertain the effect upon the revenue of the Colony if all the divans were at once closed. The Opium Farmer showed great confidence in the fair dealing of the Government and a broad spirit in allowing his private books to be thoroughly examined. This task I confided to Mr. Clementi, who conducted it in an exceedingly able and exhaustive way. I think there are few Europeans in this Colony who would have been competent to conduct such a task and carry it through in such time and collect such a mass of valuable material as he did (applause), and the Government is very much indebted for the stupendous and exhaustive task which he undertook. One result of the examination was to show that the charges which have from time to time been made against the Opium Farmer here of smuggling opium into China have no apparent foundation in fact, and the farmer therefore benefited by his straightforward action in allowing his books to be fully inspected by Government. The further investigation was entrusted to Mr. Hutchison into the conditions and statistics of the divans of the Colony. These investigations were completed in the months of June and July. Early in June I received a copy of the Home *Hansard* giving a full account of the debate of May 7th, and it was then evident that the Secretary of State had in point of fact stated that it was the policy of His Majesty's Government that all divans should be forthwith closed. I wrote at once on June 15th to the Secretary of State, urging some delay. I suggested that half the divans should be closed in March 1909, and the remaining half should be closed in March 1910, not till the contract of the Opium Farmer should expire. I pointed out to him that the immediate closure of the divans would involve the Government in a very heavy claim for compensation, a moral claim if not a legal one for compensation to the Opium Farmer as well as the other divan keepers whose licences I was unable to cancel except for breach of their conditions until they should expire, unless by special legislation. My object was to gain time, for I could not ignore the orders which had been communicated to me by the Secretary of State over a month previously. There was a further debate in the House of Commons on July 28th. The Secretary of State had at that time received my despatch of June 15th, and when he pledged His Majesty's Government "to act on the advice they had recently obtained and would obtain from the Governor of Hongkong" he supposed I was prepared to recommend that half the number of the divans should be closed in March 1909 and half in March 1910. As a matter of fact, I had never intended to advise that course. My intention had been limited to urging it as a reprieve of the immediate abolition to which I did not see my way to give effect. Following the debate in the House of Commons the Hon. Mr. Stewart on September 24th moved a second resolution in this Council condemning the reasons which had been given by the Under Secretary of State in the House in support of the policy of His Majesty's Government, and in a long and able speech he subjected the policy of the Home Government to very severe criticism. I said in reply that the Under Secretary of State had hoped that the best opinion in Hongkong and the opinion of the Governor would be found to coincide with the measures proposed. It was on that same day, September 24th, that I introduced the Estimates for the year to the Council, and I told hon. members that no provision had been made in those estimates to meet any expenditure as to compensation to the Opium Farmer or the opium divan keepers, or to meet any decrease in revenue which might result from any measures taken with regard to the Opium Farmer. I did so in the first place because no finality had been reached in the question, and in the second place because the estimates already showed a deficit of \$72,000 and there was no money at my disposal with which to make provision. I added that if, consequential on the policy of the Home Government, it should be necessary to make any further taxation, hon. members would have full opportunity of debating the whole question when the proposals for new taxation were laid before the Council. The general position as regards the finances of the Colony, as I explained on that occasion were extremely disheartening, owing partly to the large expenditure on the railway, partly to the great loss on exchange, as well as to many other causes. The year 1908 showed deficit estimated at about 6½ lacs, which reduced our reserves from one and a half million to about nine lacs, and we should have had a deficit of nearly five lacs to provide in the current year had it not been for the fortuitous windfall created by taking over the Widows and Orphans Fund amounting to four and a half lacs, which we must regard as a loan to carry us over our difficulties. Meantime no action had been taken with regard to closing the divans because on the one hand I was waiting for the Secretary of State to reply to my despatch, and I was also waiting for the reports of Messrs. Clementi and Hutchison, and I desired to have more precise information as to the financial position of the Colony. In the meantime I took the opportunity of very carefully studying the question, and I prepared a memorandum with the object of showing first of all that Hongkong had not been so apathetic and indifferent as it

had been represented in the House of Commons by Messrs. Taylor and Johnson; and secondly with a view to representing the "reasoned opinion" which the Under Secretary of State had asked for in his speech in the House. I based the memorandum largely on the reports of Messrs. Clementi and Hutchison regarding the working of the farm and the condition and statistics of the divans. These reports and the financial statistics were available in about the month of August, but the pressure which hon. members know is generally involved in the preparation of the Annual Estimates, together with the work of verification of references in regard to the memorandum, took some little time. It was not until October that I was able to submit the memorandum to the Secretary of State, together with the despatch in which I submitted proposals for giving effect to the policy which His Majesty's Government had announced. I telegraphed on October 25th asking the Secretary of State to cancel my former despatch, and to await the arrival of one I was now submitting. I desire with regard to this, to explain to the Council that the proposals involved a very considerable modification of the declared policy of His Majesty's Government. I was for that reason unable to lay them before this Council until I knew what the attitude of the Secretary of State would be towards them. They were very fully discussed in the Executive Council. I requested the Secretary of State to permit me at as early a date as possible to communicate to this Council the action which has been taken in this matter, which so vitally affected the finances of the Colony. The proposals which that despatch contained I will summarise as follows: In the first place, that steps should be taken to diminish the available supply of opium for consumption in Hongkong proportionately to the decrease in the export from India, and in the production and the export from China. This decrease being progressive in accordance with the programme put forward by the Chinese Government would lead to the total cessation of the supply in ten years, supposing that within the same period China has ceased to produce and export opium. To this end I suggested that for the remaining year of the present contract the maximum number of chests which the farmer is entitled to purchase should be reduced from 1800 to 1200 a proposal to which he was willing to agree without claiming compensation provided that divans were not abolished, and that in the new contract it should be further reduced to 900 (which is about the average consumption of the last few years) with a progressive decrease in each succeeding contract, so long as the Indian Government follows a similar policy with regard to its exports. In the second place I suggested some further restrictions upon the farmer in the new contract with a view to the more effective control of his operations. I also informed the Secretary of State of the increasing use of morphia and of opium compounds in the form of pills, and of hypodermic injections of morphia, and I explained to him the efficacy of the Hongkong legislation in regard to these. I told him we had it under consideration still further to increase these restrictive measures by legislation. With regard to divans I gave it as my own opinion that they form in this Colony a useful means of control. I explained their nature, which I believed not to be fully appreciated in England, and I said that I had feared lest their entire abolition might demoralise domestic life by compelling smokers to smoke in their women's quarters, and by extending the influence of bad example. Finally I informed Lord Crewe of the financial condition of the Colony, and that in that year, 1908, we had a deficit of six lacs, with a further deficit of five lacs in 1909. I pointed out that in addition to this the grave situation of the public finances was further aggravated by personal losses due to typhoons, the fall in the rate of exchange, and also to the heavy trade depression which has weighed upon the Colony for the last few years. I described the negotiations undertaken with the farmer, and I estimated the total abolition of the divans would cost this Colony upwards of five lacs of dollars. I added finally that in the present condition of the Colony it was practically impossible to meet any loss unless His Majesty's Government saw their way to make a grant for the purpose. Although these proposals were in point of fact inconsistent with the declared policy of His Majesty's Government, they provided in substitution of that policy, a means of restriction which I, for my own part, considered to be at least equal, and perhaps more effective (hear, hear). I asked the Secretary of State to reconsider by the light of the opinion which I gave him, and having regard to the financial position of the Colony, the decision at which the House of Commons had arrived. The Secretary of State informed me that His Majesty's Government had pledged themselves in Parliament that they would not recede from the policy of abolishing the opium divans in Hongkong as soon as may be, and to that pledge they would steadfastly adhere. At the same time His Majesty's Government recognised that there were grave difficulties in the way of immediate action to as great an extent as they would desire. The Secretary of State acknowledged that I had brought forward weighty arguments to illustrate both the possible dangers attending precipitate action, and also the degree to which effective measures in Hongkong must be dependent on the course of events on the mainland. He said that the Conference at Shanghai would afford fuller information to Government as to what has actually been accomplished in China in the direction of closing divans, and limiting the production of opium, and would furnish valuable suggestions for treatment of the question as a whole. The Secretary of State added:

"Taking all these circumstances into account, and influenced by their strong desire not to impose an undue burden on the Colony, His Majesty's Government are prepared to proceed gradually in the course which they have decided to adopt, and while arranging for the immediate reduction to defer the final and total abolition until after March 1910. By that time the difficulties arising from the contract with the Farmer will no longer present themselves, while the intervening period will allow time for the receipt and due consideration of the Commissioners' recommendations. But it is necessary that steps should be taken forthwith towards carrying out the policy to which His Majesty's Government are pledged. I have been in telegraphic communication with you on this aspect of the question, and I learn that as the result of discussion with the Farmer you will be able to arrange, without giving rise to a claim from him for compensation, that the maximum amount of opium which he is permitted to prepare for local consumption shall be reduced to 1000 chests during the last year of the farm, and that 26 divan licences shall be extinguished forthwith, as they expire. Whatever compensation may be found to be equitably due to the holders of these licences will be provided from Colonial revenues. His Majesty's Government have decided, under all the circumstances of the case, to accept these proposals as a first step in the realisation of their aim and as an earnest of the future co-operation of the Colony. It would be premature to discuss, on this occasion, the arrangements which will come into force in March 1910. I shall doubtless hear further from you on the subject in due course, and I need only remark here that His Majesty's Government cannot admit the possibility of any divan licences remaining in force after that date, and that in framing any recommendations you may submit, you should be governed by this consideration. His Majesty's Government recognise that as a result of giving effect to their policy the Colonial revenue must suffer a loss which it would be impossible for the local Government wholly to replace. The amount of that loss cannot be estimated until the conditions which will obtain after March 1909 are known with some degree of accuracy, but when the time arrives His Majesty's Government on their part will be prepared to ask Parliament to give a substantial contribution towards making good to the Colony the revenue which it is found to have lost as the direct result of measures adopted under their instructions." (Hear, hear). The final result therefore gentlemen, is that 26 licences were not renewed on March 1st last. There may possibly be some small compensation for good will, but it will be quite a small sum. No compensation is asked for by the farmer for any steps which are now being taken, and there is no other cost or loss which falls within the present year. The next contract will have to be issued under some restrictions as to the amount of opium which may be brought into the Colony and the number of divans which will be allowed. There will also be some minor restrictions regarding control of the farm, and it is probable that under these circumstances the tender for the next farm will be somewhat lower than the amount paid by the present one, but we have the promise of His Majesty's Government to give a substantial contribution towards meeting any loss which may occur, through the direct result of the measures prescribed by the Imperial Government. I have always felt certain that on receipt of information regarding local conditions, the Imperial Government would on the one hand decide that precipitate action would be impossible, and on the other hand deal justly and generously with the Colony. I am glad that both of these anticipations have been realised (applause). The Secretary of State adds in his despatch the following words, "I have read with regret the observations in the Legislative Council which you have brought to my notice. The supposition that His Majesty's Government have acted with indifference to the views and interests of the inhabitants of Hongkong is entirely erroneous. It is a matter of much concern to me that, at the moment when this question assumed an acute form, the Colony should be suffering from an interruption of its prosperity which, though (as I hope and believe) it is only transient, has materially increased the difficulties of the position. His Majesty's Government have been unable to see that they had any option in the matter, for the growth and strength of the movement in China have rendered it impossible that they should abstain from corresponding action in British territory for which they are responsible. I shall be slow to believe that public opinion in Hongkong can be permanently at variance with that of this country on such a question, and I must ask you, and the community over which you preside, to accept the assurance that the policy which His Majesty's Government have adopted has been dictated by paramount considerations of their duty to civilization." I have spoken, gentlemen, at some length as the seriousness of the matter demands. I have not laid the whole of the despatches on the table, in the first place, because they are very lengthy, and in the second place, as Council will realise, they contain matter which it would be inadvisable to put in a State paper. I have, however, given you their purport very fully, and I quoted everything from my own despatches which it was necessary to do for a full understanding of this matter, and as for the Secretary of State's despatch I have for the most part quoted *ipsis verbis* in all essential particulars. The memorandum which I have laid on the table to-day has been largely re-written in order to omit all passages based on confidential information, or which might give umbrage to other Powers. It contains some matters which I hope members of Council will find of interest in perusing. (Applause).

MERCHANT SHIPPING ORDINANCE AMENDMENT.

The Acting Attorney-General moved the second reading of the Bill entitled An Ordinance further to amend The Merchant Shipping Ordinance, 1899. In doing so he said

"The object of the Bill is to bring into force in this Colony certain provisions of the Merchant Shipping Act passed by the Imperial Parliament in 1906. Among others it is intended to incorporate in the local Merchant Shipping Ordinance provisions extending to foreign ships duties and liabilities with respect to deck and load lines, and life-saving appliances which at present extend only to British shipping.

The Colonial Secretary seconded, and the motion was agreed to.

The Council afterwards went into committee to consider the Bill, and on resuming His Excellency reported that the Bill had been left in committee.

HUNGHOM RECLAMATION.

The Acting Attorney-General moved the second reading of the Bill entitled An Ordinance to authorise for public purposes the reclamation of certain portions of the Crown foreshore and sea bed situate in Hunghom Bay in the Colony of Hongkong and to validate such Reclamation as has heretofore taken place. In doing so he said—The Bill is necessary for the purpose of taking authority to reclaim that portion of land in Hunghom Bay required for the railway. The Bill also provides that work done prior to the passing of the Ordinance shall be valid.

The Colonial Secretary seconded, and the motion was agreed to.

The Council then went into committee to consider the Bill clause by clause.

Hon. Mr. GRESSON.—I should like to know the meaning of the marginal note "extinction of public rights."

The Acting Attorney-General.—The rights to go upon the foreshore, to fish, to spread nets, and so on.

Hon. Mr. GRESSON.—The point I would like to make is that if you can bring in an Ordinance now to extinguish public rights it would be quoted in future as a precedent. In this case the rights are of no great importance, but as a matter of principle it does not seem to be reasonable. People may have rights, and in years afterwards, according to this Ordinance, you can legislate to take away public rights. It seems to me a bad principle.

The Director of Public Works.—The only rights are the rights of small craft sailing over the water.

His Excellency.—It does not in my view lay down any general principle.

Hon. Mr. GRESSON.—This might be cited in future when you wish to introduce a similar bill. It seems to give the Government right to resume any land by the passing of an ordinance.

The Colonial Secretary.—They have the right now.

Hon. Mr. GRESSON.—People will hesitate to buy land if you can take away rights by ordinance. It will limit your land sales.

The Colonial Treasurer.—There are no public rights here whatever.

Hon. Mr. GRESSON.—The time might come when there would be important rights concerned.

Hon. Mr. POLLOCK.—This applies to public rights not to private rights.

His Excellency.—Have you any amendment?

Hon. Mr. GRESSON.—I thought perhaps it was a mistake.

His Excellency.—You wish the marginal note altered?

Hon. Mr. GRESSON.—Yes. It seems very drastic.

The marginal note was altered to read "determination of public rights," and with several other verbal alterations the Bill passed through committee.

The Acting Attorney-General.—No one dissenting. I move that the Bill be read a third time.

The Colonial Secretary seconded, and the bill was read a third time, and became law.

His Excellency.—The Council stands adjourned till this day fortnight.

COMPANY MEETING.

CENTRAL STORES, LIMITED SHANGHAI.

The fourteenth ordinary general meeting of shareholders of the Central Stores, Limited, was held at the Palace Hotel, Shanghai, on the 5th inst.

The Chairman said:—During the early part of the year under review, the depression in trade which was felt in 1907, continued, as shown by the absence of transient visitors during that period; however, I am happy to say, a revival took place towards the end of the year and is continuing. We were fortunate in securing the contract for the entertainment of the U.S. Fleet in Amoy, which although, out of our base of operations, I am pleased to tell you, proved satisfactory in every way, and gave the staff a valuable experience, which would go a long way for future operations of a similar nature. You will see from the accounts that, after making full provision for Depreciation, Bad and Doubtful debts etc., there is an available balance for distribution of \$17,266.75. Out of this sum the Directors recommend the payment of a Dividend of \$1.20 on the old shares and 60 cents on the New Issues and to carry forward the balance. This result we hope will be satisfactory to you as the profit earned is over 70 per cent. on the second call has already been paid and the 60 cents we now propose to pay is dividend at 8 per cent. on the first call, which now participates in Dividends equally with the old shares. The second call will rank for equal dividend with other shares from January 1st 1909. It is gratifying to me to be able to report that the accommodation at our disposal has been insufficient to satisfy the demands, and that distinguished guests in general have spoken and written to me in very complimentary terms for and attention they had received during their stay. I hope, with the assistance of the staff, to make the Palace Hotel the Premier Hotel, and the one at which, all visitors will hope to find accommodation, and failing, will seek it, disappointed, at other hotels. The hotel will be finished shortly—the unsightly boardings are all down. You can see, what a prominent front the Hotel has. I hope, with the entire accommodation at our disposal, to give to you at the next meeting a report in every way satisfactory.

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[36]

CHINESE FINANCIERS IN AMERICA.

A Winnipeg correspondent writes:—At the present time an Imperial Investigator and three prominent financiers from the Celestial Kingdom are travelling on the American continent perfecting the organisation of a company with a capital of \$3,000,000 (American) the objects of which are to develop China and bring into prominence its riches. Lou Sz Ki, who was appointed by the late Emperor to look into the Industries of Canada and the United States, is authority for the statement that the successful operation of this company will mean the formation of hundreds and perhaps thousands of similar concerns whose sole object will be the development of China.

The Jan Wah Yip Co. is the name of the syndicate now being organised and when operations start in June next Canadian and American machinery and implements will play a prominent part in the operations of the syndicate. Every possible advantage has been granted by the Government towards the cultivation of some 13,500 acres which will be planted in wheat, cotton, rice, grapes and various fruits. A railroad will be built from the nearest point to the centre of operations and the company's own steamships will transport the produce of this farm to America. Within four miles of the tract of land to be cultivated is a mountain of ore which assays from \$200 to \$2,000 per ton in silver, gold and copper. The

charter also provides for the establishment of financial houses, stores and various other businesses. These developments may be operated upon a successful basis the Commissioners are seeking out Chinamen well versed in various industries and already arrangements have been made for the return to China of a number of Chinese who, during their stay on this continent, have become proficient in various lines. Such an era of development is about to commence that the Imperial Investigator states positively that within ten years there will not be a Chinaman in North, Central or South America for all will have returned home to work for the various companies upon the advantageous terms which are being offered.

It is four months since the four Chinamen now touring this continent left Kwangsi, the province in which the Jan Wah Sat Yip Co. will operate and it will be another five months before they return, for they have yet to arrange for the purchase and shipment of manufactures, centres of railroad locomotives, farm implements, mining and smelting machinery as they are determined that nothing but American or Canadian goods shall be used by the company. They state that with the operation of the many companies which will follow within the next year or two it will mean millions of dollars annually to Canada and the United States for supplies of various kinds and they anticipate that their exports will also run into eight or nine figures annually for they will be able to land wheat, rice, grapes, cotton and many other commodities along the Pacific Coast at less cost than they can be produced there. This they account for by the cheapness of labor in China and the fertility of the climate in the Province of Kwangsi.

Such questions as the future plans of Japan, the proposed alliance between China and the United States or the Chinese question in British Columbia they refuse to discuss on the grounds that they are representatives of the Imperial Government and as such do not care to express opinions lest they incur the wrath of the Chinese authorities and have their valuable concessions and franchises curtailed.

LATEST STEAMER MOVEMENTS.

The Apear str. *Lightning* from Calcutta left Singapore on the 10th inst. afternoon, and may be expected here on or about the 16th inst.

The Apear str. *G. Apear* left Meji on the 10th inst. afternoon, and is due here on the 15th inst.

The Indo-China str. *Fooksang* left Calcutta for this port via the Straits on the 7th inst., and may be expected here on or about the 23rd inst.

The T.K.K. str. *Nippon Maru* arrived at San Francisco on the 8th inst.

The C.P.K. str. *Glenferry* arrived Yokohama at 7.30 a.m. on Thursday the 11th inst., and left again at 4 p.m. same day for Kobe where she is due to arrive at 6 a.m. on Saturday the 13th inst.

THE SEEKER AFTER HEALTH

It is always glad to hear of a medicine that has been frequently tried in complaints similar to those from which he may be suffering, and that has proved uniformly successful. Such a remedy is BEECHAM'S PILLS. For half a century they have been doing incalculable good, and all who suffer from troubles traceable to disorders of the Stomach, Liver, Bowels, or Kidneys

SHOULD TAKE

these pills. They are a skilful combination of valuable vegetable extracts in precise proportions—and act naturally and gently on the organs at fault, even a few doses showing most marked results. Those who desire a sound digestion and active liver, steady nerves, pure blood, buoyant and good spirits, should not delay a single day, but at once provide themselves with, and begin a course of.

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Sold everywhere in boxes, price 5/6d., 1/11 & 2/9.

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NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. 6 ROOMED HOUSE. Furnished or Unfurnished at the Peak.

GLENSIDE, facing to Plantation Road, Tram Station. 5 Rooms, for 6 Months from 5th May 1909.

CMS. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central.

GODOWNS in Duddell Street, BELLIS TERRACE HOUSES, ROBINSON ROAD.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 12th March, 1909. [100]

TO LET

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW, TOMES & CO.) House Low.

Apply to—THE COMPASS DEPARTMENT, E. D. SASSOON & CO., Queen's Road Central, Hongkong, 25th February, 1909. [105]

TO LET

NOS. 47, CAINE ROAD (next to Forest Lodge). Suitable for a Boarding House, School, College or Family Residence. Recently painted and renovated throughout. Immediate Possession.

Apply to—CHATER & MODY, Hongkong, 23rd January, 1909. [243]

TO LET

GODOWN, No. 5A, DUDELL STREET. Apply to—THE HONGKONG LAND INVESTMENT AGENCY CO., LTD. Hongkong, 1st March, 1909. [98]

TO LET—FURNISHED

"FUNG-SHUI" THE PEAK. To be let furnished for 8 months or longer.

Apply to—JOHNSON, STOKES & MASTER, Solicitors, 8, Des Vaux Road Central, Hongkong, 2nd March, 1909. [110]

TO LET

WITH IMMEDIATE POSSESSION. KOWLOON MARINE LOT 43, Yau-mat, Area 85,200 square feet and with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c.

Apply to—HUMPHREYS ESTATE AND FINANCE CO., LTD. Hongkong, 18th January, 1909. [103]

TO LET

NOS. 3 & 5, LYFMOON VILLAS, Kowloon. Electric Light installed.

Apply to—LEO D'ALMADA & CASTRO, No. 10, Queen's Road Central, Hongkong, 3rd February, 1909. [272]

TO LET

A HOUSE in Wong Nei Chong Road. A HOUSE in RYAN TERRACE. No. 10, DES VEAUX ROAD CENTRAL, 1st floor.

OFFICES in YORK BUILDING, GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 161, Des Vaux Road next to the HONGKONG HOTEL. FLATS in MORETON TERRACE.

Apply to—THE HONGKONG LAND INVESTMENT AGENCY CO., LTD. Hongkong, 1st March, 1909. [97]

TO LET

COAL YARD. Immediate Possession. A PORTION OF THE COMPOUND of Marine Lot, No. 42, Wanchai, Praya East.

Apply to—N. MODY & CO., Hongkong, 23rd July, 1909. [107]

TO LET

STORAGE. For Coal, Timber, &c. TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT. Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FEET. 99 YEARS' LEASE. For Particulars, apply to—GEO. FENWICK & Co., Ltd. Hongkong, 6th June, 1906. [196]

TO LET—FURNISHED

UNFURNISHED—Nos. 8 and 10, WYNDHAM STREET, containing 6 Large Rooms each. Can be let together or separately. Apply to—Messrs. PERCY SMITH & SETH, No. 5, Queen's Road Central, Hongkong, 23rd February, 1909. [211]

TO LET

NOS. 6 OBSERVATORY VILLAS, Kowloon. Five Rooms House. Electric Lights and Tennis Court.

"ERANEE BUNGALOW" Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON V. APGAR & Co., 45, Wyndham Street, Hongkong, 3rd March, 1909. [399]

TO LET

TO LET FURNISHED, No. 7, Caine Road. Electric Light and Fans, from 1st of June for 7 months.

For further particulars apply to—BUNN & BERBLINGER, 15 & 17, Connaught Road, Hongkong, 3rd March, 1909. [403]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply to—CHATER & MODY, Victoria Buildings, Hongkong, 1st February, 1909. [264]

TO LET

ROOMS in HOTEL MANSON'S, suitable for Offices or Chambers. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 11th November, 1908. [104]

TO LET

A HOUSE in MOUNTAIN VIEW for one or two years. Apply to—DENNIS & BOWLEY, Hongkong, 28th January, 1909. [219]

TO LET

OFFICES in ALEXANDRA BUILDINGS. Apply to—SECRETARY, A. S. WATSON & Co., Limited, Hongkong, 25th April, 1907. [102]

DO YOU KNOW THIS MAN?



DO IT NOW. YOU WILL BE AMAZED. His address is—Professor KENDAL, 89, Regent St., London. [420]

GUNS.

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PER CASE. THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD SINCE 1811.

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VICTORIA BRITISH SCHOOL. ANNUAL PRIZE GIVING.

The annual distribution of prizes in connection with this school took place yesterday. Mr. E. D. C. Wolfe, Inspector of Schools, conducting the ceremony. There was a good attendance of parents and others interested.

The headmaster (Mr. W. H. Williams) read his annual report from which the following excerpts are taken.

ATTENDANCE. School opened 202 times, an increase of 25 over 1907. The highest number of scholars registered at one time was 59, the highest average attendance was 51 in February and the lowest 31 in September. The average attendance for the whole year was 40.5 less than in 1907. 70 pupils were registered during the year making a total of 121 scholars enrolled since the school opened exactly four years ago, and in this period we have had an almost complete change of pupils, only four enrolled on the opening day being on our books still. The varying attendance at this as well as at the British School in Kowloon is a venture to say unique. Of the 70 pupils enrolled, 25 were on the books the whole year 12 for 9 months, 9 for 6 months and 24 for 3 months and under. If conclusions from these statistics are reliable the average pupil attends school for little more than half the year. I must point out that these somewhat startling figures refer to the average attendance for the whole school and do not reflect upon the regularity of those who do attend. In the summer months May to September the regularity fell off 20 per cent.; in the cooler months November to April the regularity reached the satisfactory figure of 88 per cent. of the possible. In the Upper School particularly the regularity was distinctly creditable and absences for flimsy reasons are now happily negligibly few. Altogether 14 boys entered the upper school in the course of the year 3 of these left the colony the first term; 3 obtained employment with local firms, and 2 became apprenticed engineers.

These returns show how difficult it is to obtain continuity in the programme of studies and the difficulty which the Inspector of Schools has to face at the end of the year when he can examine only on 25 per cent. of the work done. The half-yearly examination which he has prescribed for July each year should serve to give a better indication of the year's work. A moving European population furnishes the main reason for this fluctuating attendance. Like birds of passage, parents come and go with the change of seasons. They move from East Point to West Point or to Kowloon, and arrange for a transfer of their children to the nearest school. We had a case where a boy was admitted, left, and re-admitted three times in the one year.

EXPENDITURE. Salaries and other charges (incidentals, furniture, etc.) absorbed £1,250.10.0 in 1908. £1,311.15.12 less than 1907. The net cost of the maintenance being £6,454.19 is equivalent to the exceedingly high figure of \$194 as the yearly cost to the Hongkong Government of one scholar in average attendance. Two scales of fees are charged and in the future it may be found necessary to impose the higher charge not only on the upper school boys but also upon the large number of scholars whose casual attendance deprives the school of sufficient revenue to meet the cost of keeping a qualified staff of assistant teachers.

STAFF. Mrs. Wilkinson resigned on leaving the Colony in May. Mrs. Morris was promoted Headmistress, Miss A. C. Rutter promoted 2nd mistress and Miss D. Barrington was appointed 3rd mistress. Class work was redistributed on the 1st June. Mrs. Morris taking the kindergarten classes, Miss Barrington and Miss Rutter taking Forms II, III and IV and Forms V and VI were taken by the Headmaster. For special subjects like Physical Drill, Singing, Drawing, Scripture and Hygiene two or more classes were grouped together.

SCHOOL PREMISES. The proposed improvements referred to in the Inspector's last report have all been carried out. An additional story has been added to the Headmaster's quarters and many improvements have been added to the outbuildings and the drainage. The S. and S.E. windows were blown in by the July typhoon and did considerable damage to our furniture and wall pictures. The Public Works Department have ever quickly effected the necessary repairs. The swamp in front of the school has been reclaimed and converted into a large and useful play-ground. Thus, favourably situated, and near the tram terminus from East and West and with every precaution taken by the Public Works Department to ensure sanitary surroundings I have no hesitation in reporting that this site is eminently suited for a school of this type. And yet parents are unreasonable. A case in point—a child was absent for 7 whole months in addition to the usual holidays. The child returned just before our annual examination and after a day or two returned home complaining of a headache, due no doubt to the unaccustomed strain of school work—the inevitable sequel to the examination system. Next day the child was withdrawn, the mother writing to say that she much regretted having to take this step as the school district was no doubt unhealthy.

The general health of the scholars appeared satisfactory. Owing to the prevalence of a disease of the eyes known as Trachoma regulations were issued by the Medical Officer of Health requiring children to be periodically examined and reported. This has been done regularly since March with, I believe, good results.

DISCIPLINE. The general conduct and tone amongst the scholars has been satisfactory. In 4 years I have had to record only 14 cases of corporal punishment. This healthy influence is attributable both to the discipline and courtesy learnt by the boys in the Cadet Corps with its effect upon the rest of the children and also to the attention and supervision given to the school games by all the staff. The fair competition in games of football and cricket has had a fitting response in the keenness for precision in class and I am particularly pleased to report that our best boys at play have been our best boys at work.

THE CURRICULUM. I shall briefly outline the school curriculum for the information of those whose children are eligible for admission who may not be attending school. It may also give assurance to those already attending.

One afternoon after school hours an anxious mother called to report to me a serious matter. She was greatly perturbed because her little boy had come home the previous day and was able to read 2 or 3 pages of his new book and to tell her all about it. I anticipated that she was of the opinion that the little chap was learning to read. I quickly for his age, but to my astonishment she proceeded in no half-hearted manner to severely censure him, allowing young children to learn to read before learning the alphabet by heart from A to Z. It was only after long suffering and an hour's patient explanation of the kindergarten system for young children that I was able to assure her that our educational methods were not fads of my own and if she would trust me I would see to it that no trivial tricks were played upon the mind of the budding genius.

In relation to our infants our principal aim is to provide for the free development of their bodies and minds and the formation of habits of attention. Games involving singing and breathing exercises are given daily. Hands and fingers are given free occupation. A child's inquisitiveness is put to good use. As the ages even in the lowest infant class vary from 4 to 10 years these exercises are supplemented in due course by short attractive lessons in speaking, reading, beginning to draw, to write, observe, and sing suitable action songs.

In Forms II, III, IV, all the subjects of an elementary grounding are taught in a manner suited to the age and capacity of the several classes and although each teacher has to take at least two classes simultaneously this drawback is minimised where the numbers are so small that it is possible to give individual attention.

Forms V and VI are organised as an Upper School under conditions which allow a development of the work of the Lower School and the introduction of subjects of a practical character bearing on the future occupation of the scholars. After two years whether he leaves school or not a boy should be able with advantage to himself to attend the commercial or engineering courses at Queen's College Evening Class.

THE YEAR'S WORK. In addition to the regular curriculum of studies the school has a yearly examination in the 3rd term conducted by me in July and the corrected papers and reports submitted to the Inspector of Schools. The whole school was again examined in December.

The Headmaster read his report on the results and also a very satisfactory report by the Rev. C. H. Hickling on his examination of the school in Scripture.

The Inspector of School examined the Lower School in all subjects and the Upper School orally in Reading and General Knowledge as well as a written examination in chosen subjects. His report is as follows:—Discipline and Organisation.—The discipline is very good. The organisation is satisfactory. In past years the upper standards have suffered through the multiplication of subjects. These have now been reduced with very satisfactory results.

Sanitation.—Very satisfactory. **Play Spaces.**—Sufficient for 162 pupils. **Apparatus.**—Very satisfactory. **Reading.**—Good. **Handwriting.**—Good in the lower standards. More attention should be paid to this subject in the upper school. **Dictation.**—Weak on the whole. The spelling is not what it should be though it has improved. No boy should be admitted to the upper school until he passes in orthography. **Composition.**—Good. The reproduction of stories is well done. In standard VI (the top class) boys should be able to write at greater length on the theme set.

GRAMMAR.—Good on the whole. The papers set in forms V and VI were very easy. The parsing should be done in greater detail in standard V. Standard VI should do Literature instead of Grammar.

Geography.—Good. In Standard I the map should be more carefully studied. The filling in of the names of places on maps applied might have been done more really in the upper classes.

History.—This subject, like geography, has improved and may be considered good. In some papers the hand writing was bad. Dates might be given more freely.

Mathematics.—The mathematical work is quite up to the highest standard of efficiency. **Arithmetic.**—Very good with the exception of Standard III.

Algebra.—(Standard II and VI)—Very good. **Drawing.**—(Freehand and Model)—Good. **Geometrical Drawing.**—(Standard V and VI)—Very good. **Singing.**—Good.

Musical Drill.—(Lower School)—Very good. **Hygiene.**—This subject, which is compulsory in all Government schools, appears to be somewhat neglected. The results of the annual examination in advanced hygiene recently instituted were disappointing. In the elementary course the school did poorly too.

Infant School.—The Kindergarten work is very satisfactory.

PRIZE LIST. (LOWER SCHOOL). **Infants.** Class I.—Dorothy Morris and Ronald McEwen. Class II.—Trevor Wilks, Harold Wilks, and Laurence Brett.

Form I.—Charles Robertson, Claude Fredericks, Victor Gibson, Douglas Gibson and Ada Dickson. **Form II.**—Jack Brett.

Form III.—Bessie Brett, Rose Mitchell and Oscar Barrington. **Form IV.**—Top Boy, Ernest Brett. Top Girl, Jessie Stokes. General Progress, Alan Morris. Scripture, Lee Robertson. Geography, Norman Robertson. Advances, John Grimshaw. Drawing, Leslie Wilks.

Form V.—English, Jessie McNeill. **Form VI.**—English and Geography, Ivan Gibson. **Form VII.**—Dux of the school, Geo. Hoskins. **Special Prize.** Mathematics, Geo. Hoskins.

ATHLETICS. **Best batting and bowling.** (senior) Geo. Hoskins; (junior) L. Wilks. **Best bowling.** (senior) E. Brett. **Best batting.** (senior) L. Wilks. **Best bowling.** (senior) E. Brett.

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PROXIMATELY \$113, but now the cost had grown to \$190, which from the ratapayers point of view was a very serious matter.

This large expenditure was obviously due to the small numbers attending the school, but he was glad to say that Kowloon School was having an improved attendance. Proceeding to discuss the reasons for this small attendance, he alluded to the withdrawal of pupils at the age of sixteen to enter after employment, the withdrawal of pupils on their parents leaving the colony, the withdrawal of pupils because their parents did not care to go with the headmaster, neither of which reasons were very important. The chief reason however was the indifference of the British community Education was not compulsory in Hongkong, but he thought that parents should nevertheless fulfill their duties to their children. It was complained that the School was so distant but he reminded parents that they might make greater use of the tramway. The fees were not high, but even if they were he thought that as people lived in greater luxury here than at home they ought to be prepared to pay themselves something in order that their children might be educated. After dealing with several suggested remedies, he expressed the conviction that the only remedy was for people to send their children to school in larger numbers and he appealed to parents, in whose interests the two British schools had been provided, to support the schools.

After an interesting display of attainments by the young people, in which they acquitted themselves remarkably well, Mr. Wolfe presented the prizes to the successful scholars.

CHAFFING MR. ROOSEVELT. THE MYSTIC NUMBER AND ITS MEANING. The Grindon Club, the Washington organisation composed of newspaper correspondents and artists, at a banquet recently administered a final "grilling" to Mr. Roosevelt as President of the United States.

Mr. Roosevelt, his face wreathed in smiles, was forced to listen to his last will and testament, which was read by the retiring president of the club, who handed his successor a "big stick."

The new president was requested to perpetuate the old administration, to ride ninety-eight miles a day, and to maintain the "Ananias Club" in flourishing condition.

Mr. Roosevelt's fight with Congress was amusingly caricatured in a musical farce in which grotesquely dressed Secret Service men and senators in black masks were introduced. The club presented Mr. Roosevelt with a golden griddle, telling him it would be of immense use in Africa for cooking lion steaks and rhinoceros chops.

Each guest found on his plate a booklet addressed to Congress and marked "Special Presidential Message No. 2,323,232,323" twenty-three in the American vernacular meaning "Get Out." Ornamented with a Teddy bear and in booklet form was an almanac which named on March 4 (the end of the President's term) with the words: "After that there is no telling what may happen."

The "Ananias Club" is the nickname given to the collection of individuals who are faithful to the old administration, such as the editor of the *Indianapolis News* for his allegations in the Panama Canal Purchase, and Mr. Pulitzer, of the *World*, for the same reason.

AS for the Secret Service men, Mr. Roosevelt employed them to investigate some questionable transactions alleged against certain senators and Congress in revenge retaliated the use of the men to the detection of counterfeits and falsifications.

How to be BRAUTIER.—Keep your complexion, Mrs. Miller's Crema Chamois, Lait Chamois and Special Skin Tonic and Poudre Chamois will enable you to do it. Here Specialities for the Skin are the study of a lifetime. A. S. WATSON & Co. Ltd. Sole Agents, [262]

NOTICES TO CONSIGNEES. "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES. S.S. "BENLAVERS," FROM "MIDDELBRO," ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazzards and/or extra hazzards—Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th instant will be subject to suit.

All Claims against the Steamer must be presented to the Underwriter on or before the 18th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Underwriter.

THE Steamship. "PRINZ WALDENAR." Having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed at and stored at their risk into the hazzards and/or extra hazzards—Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 13th inst. will be subject to suit.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 9.30 A.M. All Claims must reach us before the 17th inst. or they will not be recognized. No Fire Insurance will be effected

SHIPPING.

ARRIVALS.
AMARA, British str., 11th March—Canton.
AMIGO, German str., 321, Franchon, 11th Mar.
 —Haiphong and Hoihow 10th March.
 General—Jensen & Co.
ASA, British str., 2,627, Harry Gaskroger,
 11th March—San Francisco 5th February,
 Mails and General—O. & O. S.S. Co.
BENGAL, British str., 1,350, J. H. Brown, 11th
 March—Shanghai 7th March, General—
 Butterfield & Swire.
HAITAN, British str., 1,133, J. S. Roach, 11th
 March—Swatow 9th March, General—
 Douvres, Lapraik & Co.
HANOL, French str., 742, J. Pannier, 10th
 March—Haiphong and Hoihow 9th March,
 General—A. R. Martz & Co.
HONGKONG, British str., 2,056, J. H. Brown, 11th
 March—Singapore 5th March, General—
 Chienchi.
JOSHIN MARU, Jap. str., 702, H. Murayama,
 11th March—Tamsui 7th March, General—
 Osaka Shosen Kaisha.
KIANG PING, Chinese str., 1,222, Udden, 10th
 March—Chinkiang 5th March, General—
 Tung Lee & Co.
KWEIYANG, British str., 1,062, M. Dawson,
 10th March—Chinkiang 5th Mar. General—
 Butterfield & Swire.
MARIE, German str., 1,159, Christiansen, 10th
 March—Swatow 9th March—Johnson &
 Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 11th March.
Chienchi, British str., for Canton.
Chienchi, British str., for Shanghai.
Daiyu Maru, Japanese str., for Nagasaki.
Hongkong, French str., for Haiphong.
Hoihow, British str., for Hoihow.
Kyild, Norwegian str., for Nowehwang.
Kweiyang, German str., for Pakhoi.
Washing, British str., for Foochow.

DEPARTURES.

11th March.
ARIARI MARU, Jap. str., for Kutchinow.
ASA, Russian str., for Tsingtau.
CHOYANG, British str., for Swatow.
HAITAN, French str., for Hoihow.
HYSON, British str., for Yokohama.
J. DIEBENTHORN, Ger. str., for Swatow.
KIANG PING, Chinese str., for Canton.
KWANGLO, Chinese str., for Canton.
KWEIYANG, British str., for Canton.
KUANG, British str., for Singapore.
KUANG, British str., for London.
MADEIRA, British str., for Liverpool.
STURTON, British str., for Foochow.
YATSHING, British str., for Shanghai.

SHIPPING REPORTS.

The British str. **Chienchi** reports: Light variable wind and foggy weather throughout.
 The British str. **Hongkong** reports: Nothing remarkable happened, fine weather with light E. and S.E. winds, with smooth sea South of the Paracels and moderate southerly winds North of the Paracels.

VESSELS IN DOCK.

March 11th.
ARRIVED DOCK.—**TORLAC**, **LILIN**, **ERRILL**, **VENUS**, **H.M.S. Robin**, **H.M.S. Otter**, **Savara**.
COSMOPOLITAN DOCK.—**Alexia**, **Butan**.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"ARRATON APCAR"
 Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 12th inst., at Noon.

This Steamer has superior accommodation for passengers, and is installed throughout with Electric Light, and carries a duly certified Doctor.
 For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd., Agents.
 Hongkong, 4th March, 1909. [413]

REGULAR STEAMSHIP SERVICE
 (WITH LIBERTY TO CALL AT MALABAR COAST).
 Proposed sailings from Hongkong.

FOR BOSTON AND NEW YORK.
S.S. "GHAZEE" About 12th March.
 For Freight and further information, apply to
DODWELL & Co., Ltd., Agents.
 Hongkong, 6th March, 1909. [1712]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 (Taking Cargo and Passengers to the BRAZILS to PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRATIC Ports).

THE Company's Steamship.

"VORWAERTS."
 Captain Bednarz, will be despatched as above on WEDNESDAY, the 24th inst.

This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight, apply to
SANDER, WIELER & Co., Agents.
 Hongkong, 4th March, 1909. [3]

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

will be despatched as above on or about the 26th March, 1909.

For Freight or Passage apply
JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 24th February, 1909. [373]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blaka Pier. 3 From Blaka Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	MACEDONIA	Brit. str.	—	C. D. Bennett	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON & ANTWERP via SINGAPORE &c.	PAWLAN	Brit. str.	—	C. B. Longdon, R.N.	P. & O. S. N. Co.	About 24th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	T. Darke	JARDINE, MATHESON & Co., Ltd.	About 24th inst.
LONDON & HULL	GLENSIDE	Brit. str.	—	M. Malchow	McGREGOR BROS. & GOW	On 24th inst.
ROTTERDAM & HAMBURG via STRAITS &c.	PORTLAND	Ger. str.	k.w.	Babel	HAMBURG-AMERICA LINE	On 22nd inst.
HARVE & HAMBURG via STRAITS &c.	SAXONIA	Ger. str.	k.w.	Kotze	HAMBURG-AMERICA LINE	On 24th inst.
MARSEILLES &c. via PORTS OF CALL.	JELLYRIA	Ger. str.	—	Lancelin	MESSAGERIES MARITIMES	On 5th April.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TOURANE	Fr. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 16th inst. at 1 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TAMBA MARU	Jap. str.	—	K. Takeda	NIPPON YUSEN KAISHA	On 17th inst. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	INABA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 31st inst. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	CATHAY	Man. str.	—	—	MELCHERS & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	GLAMORGANSHIRE	Brit. str.	—	W. Thompson	JARDINE, MATHESON & Co., Ltd.	About 10th April.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ATSUTA MARU	Jap. str.	—	Rud. Meyer	NIPPON YUSEN KAISHA	On 24th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KLEIST	Ger. str.	—	B. Bodnarz	MELCHERS & Co.	On 24th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	VORWAERTS	Aus. str.	—	Lorenzen	SANDER, WIELER & Co.	About 12th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	ABENGA	Brit. str.	—	—	DODWELL & Co., Ltd.	To-morrow, at 7 a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 11th Mar. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	MONTEAGLE	Brit. str.	1 m.	—	DODWELL & Co., Ltd.	On 18th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	GYMERIC	Brit. str.	—	J. C. A. Hall	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TOSA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHIRANO MARU	Jap. str.	—	N. Yagi	NIPPON YUSEN KAISHA	On 19th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	NIHKO MARU	Jap. str.	—	Isaki	MELCHERS & Co.	On 21st inst. at 5 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	PRINZ WALDEMAR	Ger. str.	—	P. T. Helms	GIBB, LIVINGSTON & Co.	On 31st inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	EMPIRE	Brit. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 16th April, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KUMANO MARU	Jap. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	On 3th April, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KANAGAWA MARU	Jap. str.	—	R. Smith	NIPPON YUSEN KAISHA	On 20th inst. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TOYOMI MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	On 17th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KARAKURA MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TSUBODAS	Brit. str.	—	Zwart	JAVA-CHINA-JAPAN LINE	On 18th inst. at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	KWEIYANG	Brit. str.	1 m.	Dowson	MELCHERS & Co.	About 8th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	NEWCHWANG	Brit. str.	—	G. Ecker	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TSINGTAU & VLADIVOSTOK	Brit. str.	1 m.	A. Stewart	DAVID SASSOON & Co., Ltd.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	TIENSHIN	Brit. str.	—	F. v. Binzer	MELCHERS & Co.	About 13th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & MOJI	Ger. str.	1 m.	E. W. Bruce	P. & O. S. N. Co.	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	A. E. Sandbach	BUTTERFIELD & SWIRE	On 14th inst. at D'light
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	1 m.	Bruno	JARDINE, MATHESON & Co., Ltd.	On 18th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	J. D. Andrews, R.N.	MESSAGERIES MARITIMES	About 16th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	Schwinghammer	MELCHERS & Co.	About 19th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	Hildebrandt	P. & O. S. N. Co.	On 20th inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	P. J. van Emmerick	HAMBURG-AMERICA LINE	On 23rd inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	J. F. van Emmerick	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	H. Murayama	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	Monkman	OSAKA SHOSHEN KAISHA	On 17th inst. at 8 a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	de Brouwers	BUTTERFIELD & SWIRE	On 14th inst. at 9 a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	J. F. Roach	JAVA-CHINA-JAPAN LINE	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	J. W. Evans	DOUGLAS LAFRAIK & Co.	Quick despatch.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	Hodgins	DOUGLAS LAFRAIK & Co.	To-day, at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	Jameson	DOUGLAS LAFRAIK & Co.	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	P. H. Rolfe	BUTTERFIELD & SWIRE	On 16th inst. at 10 a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	A. Somerville	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	S. J. Payne	DOUGLAS LAFRAIK & Co.	On 16th inst. at 10 a.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	R. W. Almond	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	A. W. Underbridge	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	F. Semblil	BUTTERFIELD & SWIRE	On 16th inst. at Noon.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	B. Kon	MELCHERS & Co.	On 23rd inst. at 3 p.m.
MARSEILLES, LONDON & ANTWERP via SINGAPORE &c.	SHANGHAI, YOKOHAMA, KOBE & YOKOHAMA	Brit. str.	—	—	NIPPON YUSEN KAISHA	Beginning of April.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"PRINZ LUDWIG" Capt. F. V. Binzer	About Saturday, 13th March.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" Capt. Iseke	Thursday, 25th March, at 5 p.m.
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST" Capt. Rud. Meyer	Wednesday, 24th March, at Noon.
KUDAT & SANDAKAN	"BORNEO" Capt. F. Semblil	Beginning of April.

For further Particulars, apply to
NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 11th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., SEATTLE & TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
GYMERIC	4,002	J. C. A. Hall	On 18th March.
KUMERIC	6,232	F. S. Corley	On 8th April.
INVERIC	4,789	R. J. Howie	On 6th May.
SUVERIC	6,232	W. Shotton	On 3rd June.

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 3rd March, 1909.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
 12 DAYS YOKOHAMA TO VANCOUVER.
 21 DAYS HONGKONG TO VANCOUVER.
 SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN AND QUEBEC.

(Subject to Alteration.)
 Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John or Quebec.
"EMPRESS OF INDIA" SATURDAY, 13th March.	"EMPRESS OF IRELAND" FRIDAY, 9th April.
"EMPRESS OF JAPAN" SATURDAY, 10th April.	"EMPRESS OF IRELAND" FRIDAY, 7th May.
"EMPRESS OF CHINA" SATURDAY, 1st May.	"ALLAN LINER" FRIDAY, 28th May.
"MONTEAGLE" TUESDAY, 11th May.	"EMPRESS OF BRITAIN" FRIDAY, 18th June.
"EMPRESS OF INDIA" SATURDAY, 22nd May.	

"EMPRESS" Steamships leave HONGKONG at 7 a.m. at 12 Noon.

EACH TRANS-PACIFIC "EMPRESS" connects at VANCOUVER with a Special Mail Express Train and at ST. JOHN or QUEBEC with Atlantic Mail Steamer as shown above. The "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers Booked to all principal Ports in Canada, the United States and Europe, also AROUND THE WORLD.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to
D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya, (opposite Blake Pier.)

Head Office for the Far East—
 16, DES VEAUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

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VESSELS ON THE BERTH

DAMPFSCHIFFS-RIEDELREI-UNION ACTIEN-GESELLSCHAFT.

For NEW YORK.
 (With Liberty to Call at Malabar Coast).

THE Steamship

"ALBENGA."

Captain Lorenzen, will be despatched as above on the 18th March.

For Freight apply to
CARLOWITZ & Co., Agents.

Hongkong, 25th February, 1909. [377]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MACEDONIA."

Captain C. D. Bennett, R.N.R., carrying His Majesty's Mails, will be despatched from this for London direct, calling at Bombay, for Passengers and Mails on SATURDAY, the 20th March, at Noon, taking passengers and cargo for the above ports. Silk and Valuables only will be accepted for Bombay.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, SUMATRA MOI, KONG and YOKOHAMA	Capt. E. W. Bruce	4 P.M., 12th March	Freight and Passage.
SHANGHAI	DELHI Capt. J. D. Andrews, R.N.R.	About 19th March	Freight and Passage.
LONDON via USUAL PORTS	MACEDONIA Capt. C. D. Bennett, R.N.R.	Noon, 20th March	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO PORT SAID and MARSEILLES	PALAWAN Capt. C. R. Longden, R.N.R.	About 24th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th March, 1909.

CHINA NAVIGATION CO., LD. SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOY, SHANGHAI and CHINGKIANG	"TIENSIN"	On 12th March, 4 P.M.
TIENSIN	"KUBICHOV"	On 13th March, 4 P.M.
SHANGHAI	"CHENAN"	On 14th March, 10 A.M.
PAKHAI and HAIPHONG	"SHENAN"	On 16th March, 10 A.M.
MANILA	"TAKING"	On 16th March, 3 P.M.
NEWCHWANG	"KWEIYANG"	On 16th March, 4 P.M.
MANILA	"TEAN"	On 23rd March, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, PREMAITRE and PERTH	"CHANGSHA"	On 8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES: Cargo booked through for all Australia, New Zealand and Tasmanian Ports.
MANILA STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. SHANGHAI LINE—SCHEDULE STEAMERS leaving every Thursday and Sunday. SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports. TELEPHONE 36.

For Freight or Passage apply to—
Hongkong, 12th March, 1909.BUTTERFIELD & SWIRE
AGENTS

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—EASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAITAN" Capt. J. S. Rosch	SWATOW, AMOY & FOCHOW.	FRIDAY, 12th March, at Noon.
"HAIMUN" Capt. Evans	SWATOW	SUNDAY, 14th March, at 10 A.M.
"HAIYANG" Capt. A. E. Hodgins	SWATOW, AMOY & FOCHOW.	TUESDAY, 16th March, at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 11th March, 1909.

EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
TSINGTAU and VLADIVOSTOK	"ASIA"	About 8th March.
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"CATHAY"	About 20th March.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About Mid. of March.

For Further Particulars apply to
Hongkong, 3rd March, 1909.MELOHERS & CO.,
AGENTS.

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—
EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU	(Capt. W. THOMPSON)	About Wed. 7th April.
MIYASAKI MARU	(Capt. W. DAINBREDER)	About Wed. 5th May.
KITANO MARU	(Capt. —)	About Wed. 2nd June.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1909.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TAMBA MARU Capt. C. H. Butler.	6134	WED'DAY, 17th March, at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOI, KOBE, YOKKAICHI, and YOKOHAMA.	INABA MARU Capt. R. Takeda.	6189	WED'DAY, 31st March, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, and BRISBANE.	TOSA MARU Capt. T. Harrison.	5827	TUESDAY, 16th March, at Noon.
KOBE	SHINANO MARU Capt. K. Kawara.	6398	TUESDAY, 30th March, at Noon.
NAGASAKI, KOBE and YOKOHAMA.	NIKKO MARU Capt. M. Nagi.	5539	FRIDAY, 19th March, at Noon.
BOMBAY via SINGAPORE and COLOMBO.	KUMANO MARU Capt. N. Mathieson.	5076	FRIDAY, 16th April, at Noon.
KOBE and YOKOHAMA.	TOTOMI MARU Capt. R. Smith.	4132	SATURDAY, 15th March, at Noon.
	KUMANO MARU Capt. N. Mathieson.	5076	WED'DAY, 17th March, at Noon.
	YEBOSHI MARU Capt. B. Kon.	3798	THURSDAY, 18th March, at Noon.
	KANAGAWA MARU Capt. N. Ohno.	6169	SATURDAY, 20th March, at Daylight.

* Omitting Yokkaichi.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Cargo only.
§ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 10th March, 1909.

T. KUSUMOTO,
MANAGER.

HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.
Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.
Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR HAVRE & HAMBURG:
S.S. BRISGAVIA ... 20th March	S.S. SAXONIA ... 13th March.
S.S. BELGRAVIA ... 31st March	
S.S. SILESIA ... 12th April	FOR ROTTERDAM & HAMBURG:
S.S. SUEVIA ... 18th April	S.S. DORTMUND ... 22nd March.
S.S. SCANDIA ... 27th April	
S.S. SENEGAMBIA ... 10th May	FOR HAVRE & HAMBURG:
S.S. SEGOVIA ... 17th May	S.S. JLLYRIA ... 5th April.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong, 4th March, 1909. Hongkong Office.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 13th Mar., Noon.
RUBI	2540	R. W. Almond	Manila	On 20th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 8th March, 1909.

JAVA-CHINA-JAPAN LIJN REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of March	JAPAN	Second half of March
TJIMAH	JAVA	Second half of March	AMOY	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	Second half of March
TJILIWONG	JAPAN	First half of April	JAVA	First half of April
TJIPANAS	JAVA	First half of April	SHANGHAI	First half of April
TJIKINI	JAPAN	Second half of April	JAVA	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 12th March, 1909.

Telephone No. 375.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE
via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN via SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE" Capt. Bruno	About 16th March.
MARSEILLES via PORTS	"TOURANE" Capt. Lancelotti	On 16th March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Girard	On 29th March, 1 P.M.
MARSEILLES via PORTS	"NERA" Capt. Martin	On 30th March, 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—

P. DE CHAMPMORIN, AGENT,
Queen's Building.

Hongkong, 10th March, 1909.

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SOUTH MANCHURIA RAILWAY CO. SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanchengtzun), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

BRANCH RAILWAY LINES:

RYOJUN LINE—For Ryojun (Port Arthur), 2 hours from Dairen.

YINGKOU LINE—For Yingkou (Newchwang), 3 hours from Tashihchiao Junction.

FUSHUN LINE—For the famous Fushun Collieries from Suchintun Junction.

ANTUNG-HAIEN LINE—A light railway from Mukden to Antung-Haien connecting with the Korean Railway.

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORE MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchurian Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Ad. "YAMATO").

At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COAL

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Ad. "MANCHURIA" Codes: A.B.C., 5th Ed., A.I. and Lieber's.

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OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMSUI via SWATOW	"JOSHIN MARU" Capt. H. MURAYAMA	SUNDAY, 14th March, at 9 A.M.
MANPING via SWATOW	"SHOSHU MARU" Capt. ITOCHI	WED'DAY, 17th March, at 8 A.M.

* These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th March, 1909.

T. ARIMA, Manager.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)
FOR
MANILA ... "YUENSANG" ... Friday, 12th March, 4 P.M.
SHANGHAI ... "HANGSANG" ... Tuesday, 16th March, Noon.
MANILA ... "LOONGSANG" ... Friday, 19th March, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI ... "FOOKSANG" ... Tuesday, 23rd March, Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 12th March, 1909.

GENERAL MANAGERS.

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MAIL TABLES FOR 1909.

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Suitable for vessels up to 1,000.
THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.
A LARGE STOCK of MATERIALS is always kept on hand.
The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

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